

NEW C-CARs JOIN BART FLEET

FIRST C-CAR IN SERVICE MARKS MILESTONE FOR BART

A milestone in BART's history was reached on March 24 when the first C-Car went into revenue service on a regular run from Fremont to Daly City.

The inauguration of the first C-Car in revenue service capped a nine-year effort of planning, designing, manufacturing and testing of the new cars and marked a decisive step in BART's progress toward increased capacity and frequency of service.

Local officials, including BART President John Glenn and media representatives, joined BART officials for the inaugural run from the Fremont Station. Train Operator Dean Hester was at the controls.

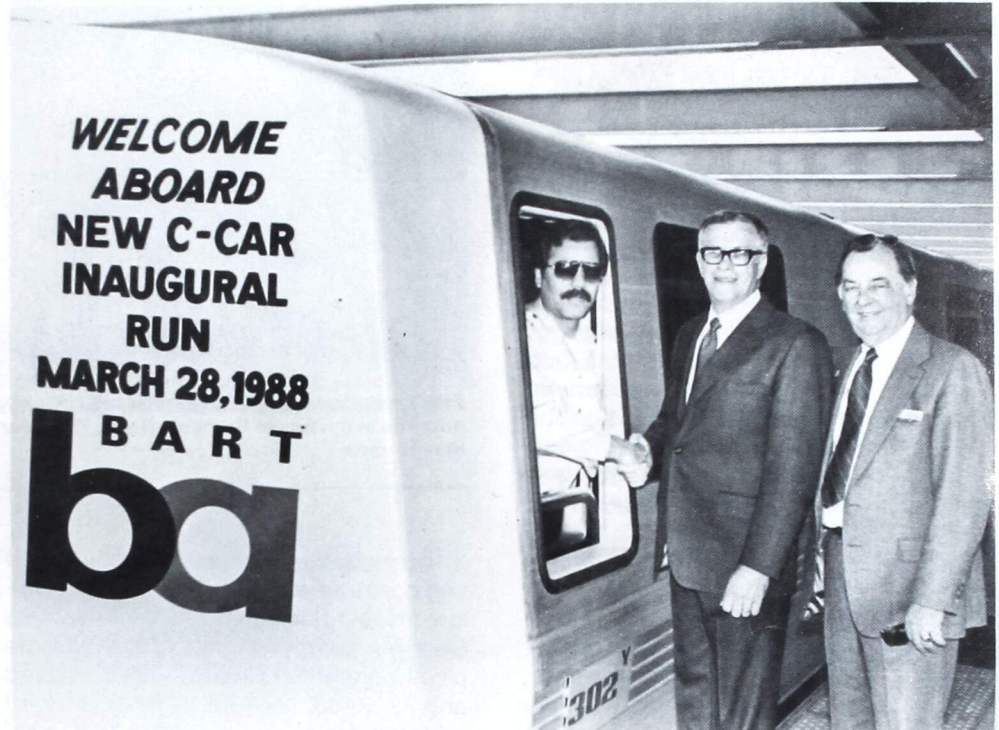
"We are entering on a new era of BART service," Glenn said, "and I am pleased that the first C-Car trip is originating from Fremont, which is part of the area I represent on the BART Board of Directors."

Eventually 150 of the new cars will enter BART passenger service at a cost of \$228.3 million, substantially below the original estimated cost of \$279.4 million.

In addition to providing expanded passenger capacity, the new cars will enable BART to be more efficient and flexible in making up trains during the day to meet the demanding requirements of peak service in the morning and evening. C-Cars can be used as lead cars or inserted into the middle of a train.

As BARTalk goes to press, the number of C-Cars in revenue service totals 17.

Delivery of the 150th car is scheduled for October, 1989. **b**



Train operator Dean Hester shakes hands with BART Board President John Glenn on the occasion of BART's first C-Car being placed into revenue service. At right is Transportation Supervisor Kenneth Broomhead. The event capped nine years of planning, designing, manufacturing and testing of the new cars.

OPEN ENROLLMENT DEADLINE - MAY 31, 1988

If you are planning to change your health insurance coverage, your application must be in the Health Benefits office by May 31, 1988...

Call LMA X6212.

"We're Wanted" General Manager Outlines BART Expansion Plans

All BART employees should keep in mind that "People want more BART."

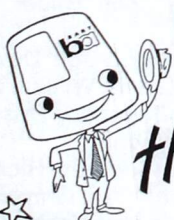
That's the message from BART General Manager Keith Bernard, who sat down with BARTalk recently and reviewed the state of the District's expansion program.

"There's very strong voter support for BART," Bernard said, "including support for higher sales taxes to finance expansion."

Bernard emphasized that BART's primary goal is to retain the public support that exists. "We've got to keep that support building," he said, "by making sure that our service is responsive, and that it gets better and better."

Bernard cited the passage of Measure A by San Mateo County voters in November, 1986, which authorized San Mateo County officials to negotiate for an extension to a Colma Station. A year

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**"HATS OFF to
the TRANSIT TEAM!"**
MAY 15th - 21st

NATIONAL TRANSPORTATION WEEK

BART Train Runs Bay to Breakers

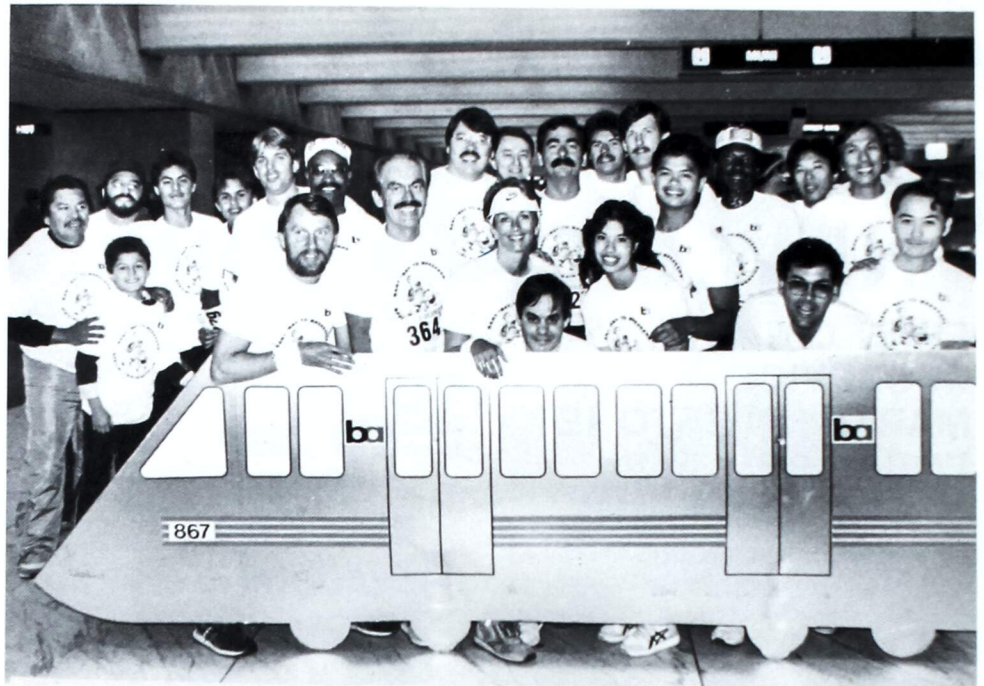
Look. Up on the hill. It's a bird. It's a plane. It's a BART train. Well, it sort of looks like a BART train. But it isn't running on rails, it's running on the street. It has feet instead of wheels. And look! Heads are popping out the top — must be pretty crowded — no, it has no roof. Wait a minute. It's not a real train, it's a, a... train centipede! What a clever idea! What a masterpiece of engineering genius! What a terrific way to run the Bay to Breakers!

Who are those incredible specimens of human fitness and what would compel them to run around carrying a fake BART train — especially up the Hayes Street Hill?

They must be BART employees. Of course they are — most of them, anyway. And they are running in the May 15 San Francisco Examiner Bay to Breakers for the first time as official entrants in the centipede division.

Two years ago BART's first centipede — aptly named Centipede I — was in the Breakers race, but it ran unofficially. This year, thanks to the efforts of Pete Avalos of Oakland Shops, BART was able to officially enter Centipede II in the race.

"It's a good PR effort," said BARTalk Editor and Manager of Public Information, Sy Moubert. "Internally, it promotes health, fitness and teamwork, and is a good morale booster. Externally, it gives us visibility in this popular and highly publicized event."



BART employees and friends who ran in Centipede I (pictured above) back in 1986 were unofficial entrants in the Bay to Breakers Race. This year's Centipede II runners were officially entered in the May 15 race.

The eight-car centipede was designed and constructed by Jeff Beaudry and fellow Buildings and Grounds co-workers George Hodgerney and Ron White. Its plastic sheeting exterior was designed and painted by Art Richardson of Documentation.

Those signed up to run in Centipede II at press time included: Pete Avalos, Oakland Shops; Richard Bentley, BART Police;

Mel Brooks, Oakland Shops; Mark Deloso, Documentation; Lynanne Grace, Passenger Service; Marla Hutchings, Employment Office; Nelton Joe, BART Police; Patricia Kamlin, Employment Office; Steve Lundgren, Safety Department; Paul Lung, Cash Handling; Phillip Petagara, Grounds; Khathune Price, Employment Office; Jose-Ramiro Salazar, Legal; Tony Wai, Cash Handling; and Mike Wong, Employment Office. Two MTC employees and a few relatives of the BART employees will also run with the group. **b**



BART Police Department employees who received recognition for their perfect attendance records pose with their supervisors. From left to right are: Capt. Larry Danner, Sgt. Carl Johnson, Sgt. Ed Ladd, Lt. Dolores Kan, Lt. Clark Lynch, Chief Harold Taylor, Officer Dave Kirstein, Revenue Guard Sharon Effron, Officer Michael Hotton, Sgt. Gary Gee and Revenue Guard Gary Hubbard.

Job Hotline

464-OPEN
or
x6223

Field Service Employees Set Attendance Records

Fourteen Field Services employees racked up perfect attendance records during 1987.

From Control were John Bauer and Richard Stussi.

Train operators included Joe Downs, Kathleen Greer, Jose Grima, William Lee, Ray Stewart, Arnold Taganap, Priscilla Vasconcellos and Gary Won.

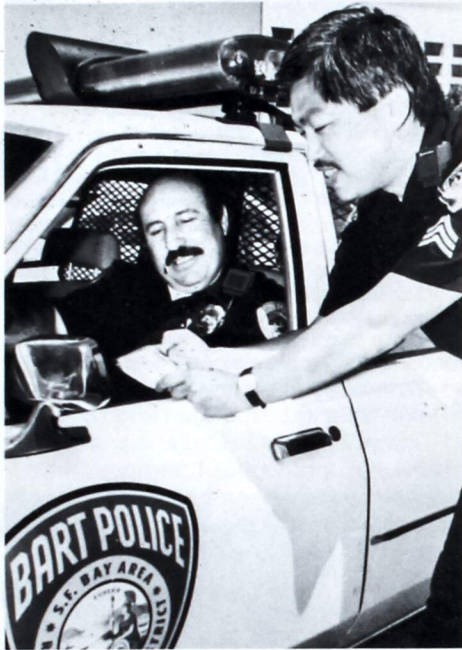
From the foreworkers line were Richard Banks, Calvin Chew and Paul Gravelle.

Among station agents were Ernest Dandan, Archie Mohen and Franklin Monroe.

A Routine Police Beat On a Cold Rainy Night

In a cold, drizzling rain, a BART Police officer turns his patrol car into the parking lot at the Oakland Coliseum. It's after ten o'clock, but a rock concert is still going strong and the officer checks carefully for signs of any forced entries among the parked cars.

"People should park as close to the Coliseum as they can, but some of them seem to like those isolated corners," he comments to a BARTalk reporter, who rode along to get a first-hand look at a nighttime beat.



During regular patrols of BART parking lots, cars with expired registrations are checked to see if they have been reported as stolen. Sgt. Mark Howard jots down information received from a statewide computer system having such information.

As he drives and watches what's going on around him, he also is alert to messages coming in on two radios, one receiving the Oakland Police and the other turned to the BART Police dispatcher at Lake Merritt headquarters.

"You keep your eyes open. It's what you see, what you hear, sometimes what you smell," he comments, "and you always keep in mind being alert, cautious, looking for possible criminal activity."

He swings into the San Leandro Station and spots a car with an out-of-date registration. BART Police officers are fully empowered police within California. He turns on his revolving red roof light and pulls the driver over. He cites the driver for the expired registration after requesting him to leave his car and talk to him on the sidewalk. A few minutes later, he directs the driver to park his car in the BART lot and leave it.

"He didn't exhibit any erratic driving and he was walking and talking okay," but I could detect alcohol on his breath. I just thought it was better for him to



Officer Glen Nunes (left) and Sergeant Gary Gee (right) are two of the 133 sworn officers in BPD.



BART Police are fully empowered to make arrests. Sometimes a person stopped for a minor offense, such as smoking in the station, is apprehended when police discover they have an outstanding warrant.

leave his car, even though there wasn't significant evidence to cite him for driving under the influence."

A few minutes later, the officer stops beside a car with its hood up. "Dead battery?" he asks.

"I think so, I can't get it started," the driver says.

"Have you called for help?"

"Yes," the driver says, "They're on the way."

BETTER CONNECTIONS

By Edwina Ong

Here's some late news concerning service and accessibility improvements in BART's Employment Office. We lowered the bulletin boards for easier reading, and inserted a mail slot next to the Employment Office window. You may now drop your applications/resumes into the mail slot if the window is closed or if you choose not to wait in line to submit it. Applications/resumes dropped after 2 p.m. will remain in the box and will be time stamped on the following work day.

Note: The mail slot is not to be used for "bid" purposes.

Job announcements are now color-coded for easy identification: blue for "closed" promotional; white for "open" competitive positions.

UPE 790 bid forms have been improved too. During the transition period, the old forms will still be accepted. However, it is suggested that you contact your chief steward as to where you may obtain these forms for future use.

Short-form applications have been designed and will be used on our more popular positions; e.g., Utility Worker Storekeeper, Cash Handler/Collector, Clerk/Secretary and Groundswoker. Because of the great number of responses to these positions, the short-form application will ask for specific related experience only. 790 members are still required to follow the bid procedures process, which requires submitting the 790 bid form.

A reminder that our Employee Relations Department Directory is in the District's telephone directory. We are listed by service and included are the two job hotline numbers. Jobs open to the public are on 464-OPEN, and listings of jobs open only to current employees are on extension 6223.

Also, the Benefits Office wishes to remind you that for your convenience, medical dental and vision care forms are available from your department administrative office wherever you work. **b3**

Next stop is Lake Merritt Station to pass on the BARTalk reporter to two officers on a train beat. The officers and the reporter board the last car of a Richmond-bound train.

The officers walk slowly through the cars, letting the passengers get a good look at them and they, in turn, casually but alertly, observe everything around them.

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1.



2.



3.

SMILE AND SAY 'CHEESE!'

The leader of The Club and a few of his friends visited BART's Powell Street and Lake Merritt stations during "Walt Disney World Days" in April. Between shaking hands with the kiddies, Mickey and pals posed with BART employees: 1) BPD officers Mike Hotton and Tim Parker 2) Brian Tekawa of Plant Support with his wife, Kathy, and daughters Jessica and Justine and BPD Officer Sheldon Forehand 3) Central ComSpec Wanda Posey 4) Carla Lapp of Planning and her daughter Carmen 5) BPD Sgt. Leonard Thomas and Officer Fred Granger 6) BPD Officer A. J. Ward, Sgt. Carl Johnson and Starla Bahem of Passenger Service 7) Vicky Jennings of Passenger Service and Bobbie Hodgerney, daughter of George Hodgerney of Plant Support. 8) Central Train Controllers John Stamas and Steve Markowitz. The folks from Disney World had great praise for the BART employees who helped out with the event, saying they were the most organized and accommodating of any they have worked with. Yea Mickey!



4.



5.



6.



7.



8.



BART Public Affairs employee Vicki Wills has some fun of her own as she and Talbot Tours representative Steve Sparling draw the winners of BART's "Fun Train" contest. Eight lucky BART riders won a weekend trip for two aboard Talbot Tours' "New Reno Fun Train."

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later, County voters authorized additional negotiations for a possible extension to San Francisco International Airport.

In November, 1986, voters in Alameda County approved an increase of a half-cent on the County's existing 6½ cents sales tax for transportation and highway projects. With matching dollars from BART, the additional sales tax revenues are earmarked for extensions from Fremont to Warm Springs and from the Bay Fair station in San Leandro to Dublin, including a station in Castro Valley.

Next November, voters in Contra Costa County will decide whether their county's sales tax will be increased to seven cents to pay for a BART rail extension to the eastern portion of the county and improvements in the western portion.

Meanwhile, Bernard pointed out, studies are expected to be completed this year that look to an eventual BART expansion into downtown San Jose.

At the same time, BART continues to acquire right-of-way, financed partly by the California Transportation Commission, for track alignment and seven future stations.

Another aspect of expansion was the construction of Park/Ride lots at North Concord, West Pittsburg and East Antioch, all three linked by BART Express Bus to the Concord Station.

Bernard doesn't minimize the fact that there are controversies about BART's expansion plans. "It's only natural that

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Station Access Projects Benefit Passengers and Provide Revenues

Two projects are under way in downtown San Francisco to provide direct access to BART stations from stores and business offices.

At the Embarcadero Station work is nearly completed to link BART directly with 388 Market Street.

At the Powell Street Station, work continues on access linking the station and the retail development now under construction at Fifth and Market Streets. That project includes Nordstrom's downtown store. The access link is scheduled for completion in time for the holiday shopping season.

Both access projects, and others in the planning stage, will not only benefit BART passengers and shoppers, but will add dollars to BART's coffers, according to Kerry O'Banion, project manager for BART's Joint Development Department.

The retail access at the Powell Street Station, for example, will generate at least \$3.8 million in revenues to BART over 20 years. The developers of the office building at 388 Market paid a one-time fee of \$300,000 to BART.

Opportunities for future access projects include a direct link to the Yerba Buena center in San Francisco and the downtown Oakland retail center, O'Banion says.

"The program provides a way to recapture some of the public investment in BART from private investors who benefit from BART's presence," O'Banion explains. "BART has created a special place that has value to the private business sector," he adds.

Increased Effort to Attract Concessions Aimed at Patron Service and Additional Revenues

Passenger convenience and increased revenues are the cornerstones of BART's recently-inaugurated Patron Services Program.

The new program, headed by Douglas Rainey, is aimed at effective use of empty space in BART facilities through concessions offering needed passenger services.

Revenue from concessions totaled \$171,040 in 1985 and \$324,310 in 1987, but thanks to BART's vigorous pursuit of new concessions, revenues should top \$665,000 in 1988. Pending applications for additional concessions could push yearly revenues to \$1.2 million.

Revenues from pay phones, which totaled \$106,000 per year will amount to \$434,000 in 1988, under a new contract negotiated by BART with Pacific Bell.

Rainey is conducting negotiations at the present time for a concessionaire to operate kiosks in downtown San Francisco and Oakland to offer newspapers, magazines, sundries and gifts. Estimated yearly revenue to BART: \$400,000.

A contract is pending with Federal Express to provide at least one drop box in each of BART's 34 stations with yearly revenue to BART of \$54,300.

Rainey is considering other proposals from hot dog vendors (to be located outside of BART stations) video-sales outlets, photo labs and others.

Proposals are carefully examined, Rainey notes, and structures inside BART stations must meet the District's design standards. BART's long-standing policy of no food or beverages on its trains is being maintained. All vendor proposals are also carefully reviewed from the standpoint of cleanliness, safety and security.

Rainey, who practiced law in Oakland before joining BART 16 months ago, has plenty to keep him busy. "There's a back-up, a waiting list of people who have something they want to sell," he says. **b3**

BART engineers work closely with architects and engineers of businesses seeking access to BART stations. All plans for access facilities are subject to BART approval.

O'Banion expresses special praise for BART's engineering staff in working out the details of the access projects.

"In a word, they were fantastic," he says, "cooperative and extremely competent." **b3**

Taiwanese Visit BART, Award Engineering Contract to American Firms

A conversation with a professor of electronics from Taiwan led to BART's Executive Manager of Maintenance and Engineering being invited to speak at an international symposium in Taiwan, which in turn generated enough interest in American transit technology that a consortium of American firms was ultimately awarded the general engineering contract for Taipei's people-mover system.

The string of events began in late 1986, when Dr. Chan Wang, an electronics professor at the National Chiao Tung University in Taiwan, met with Richard Demko, Executive Manager of Maintenance and Engineering at BART, to get answers to a few questions he had about the BART system.

"The meeting was only supposed to take 10 or 15 minutes," said Demko, "but we ended up talking for over an hour and a half. By the end of the meeting Dr. Wang had invited me to speak at the International Symposium on Urban Transportation to be held in Taipei that coming November."

In the series of workshops held at the symposium, the Taiwanese were so impressed by the technology of the American public transit systems, they made arrangements to come to the United States to visit some of this country's top systems, BART being among them.

So in 1987, 26 Taiwanese visitors, most of whom were engineers, arrived at BART in the first stop of their nationwide tour.

"After studying transit systems in Atlanta, Washington, D.C. and other major American cities, they came back to us and said they wanted to send over two more groups to learn more about our system," Demko said.

The two groups consisted of a dozen engineers and a smaller group comprised of engineering and operations professionals. Following those visits, a group of about 15 local city administrators visited BART to gain information about funding, acquisition of right-of-way and other issues concerning the planning and issues of building a large transit system.

Like most important events, the visits required the planning and involvement of a whole host of BART people. In addition to BART General Manager Keith Bernard and Dick Demko, other key people who met with the Taiwanese officials were Kris Hari, Howard Goode and Bill Fleisher.

Demko credits the visits as being instrumental in Taipei's decision to award the general engineering contract for the construction of their people-mover system to a consortium of American firms, Kaiser, Bechtel & Parsons, over Britain's top engineering firms.

In acknowledgement of the information and assistance rendered by BART, the BART Board of Directors on March 10 was

BART BOARD APPOINTS HOWARD ABELSON TO FILL VACANT SEAT

At the April 20 BART Board meeting, El Cerrito City Council member Howard P. Abelson, a Richmond attorney, was appointed to fill the board seat vacated last month by San Francisco attorney Arthur J. Shartsis. Abelson, 44, will represent BART District #3, which extends from Pacheco to San Ramon and includes the city of El Cerrito, portions of Berkeley and North Oakland and the city of Piedmont.

Upon his appointment to the BART Board, Abelson resigned from his city council post. He will complete the remainder of the District #3 term, which expires in November of this year.



BART Board President John Glenn accepts an award from the U.S. Dept. of Commerce for BART's role in providing training and technical assistance to rail system officials from Taiwan. Presenting the award from the Commerce Department's American Institute in Taiwan was Betty D. Neuhardt, Department Regional Managing Director.

presented a "Meritorious Honor Award" from the American Institute in Taiwan, an embassy-type agency responsible for promoting trade and cultural relations between the U.S. and Taiwan. **b3**

BART's newest board member was born and raised in Los Angeles and is a 1965 graduate of UC Berkeley. He earned his J.D. degree from the University of California Hastings College of the Law in 1968 and was admitted to the California Bar in 1969. He was admitted to practice law in the United States District Court, Central District of California in 1969 and Northern District of California in 1977.

From 1969 to 1972 Abelson prosecuted criminal cases as a deputy district attorney for San Bernardino County. He moved to the Bay Area in 1973 and worked as a Deputy City Attorney for the City of Oakland until entering private practice in 1976.

Abelson began his career in public office in 1980 when he was elected to the El Cerrito City Council. In 1984 he was re-elected. During his tenure on the council Abelson has served as mayor (November, 1983 to November, 1984), vice-mayor (April, 1982 to November 1983 and November 1987 to present), and was appointed to the city planning commission from 1978 to 1980.

He has been a member of a number of local committees and agencies, including Contra Costa County's Criminal Justice Agency, Economic Plan Committee and Community Development Advisory Committee. He has also served on the advisory board of the Disabled People's Recreation Center and has been active in local sports and service organizations.

Abelson and his wife Janet have been married for 15 years and have four children: Rachel, 13; Joel, 11; Ruth, 9; and Mariam, 8. **b3**



Howard Abelson is sworn into office on the BART Board of Directors by The Honorable James S. White, judge of the Oakland-Piedmont Municipal Court. Board president John Glenn and other directors were present at the April 20 ceremony.



BART NIGHT AT THE A'S SET FOR JUNE 14

BART employees and brothers Burt and Jose Oriarte were among the 100 employees and guests who attended last year's "BART Night at the A's Game." Fifty pairs of tickets to the June 14 Kansas City game at the Coliseum will be given away to BART employees in this year's contest. If you haven't received your contest entry form by now, call x7115.

Tickets-To-Go On the Go

Off-site sales of discounted BART tickets at more than 200 locations in Alameda, Contra Costa and San Francisco counties is expected to exceed \$10 million in 1988.

Alice Delgado, coordinator of the off-site sales program, which was initiated five years ago, encourages station agents to familiarize themselves with the locations of off-site sales near their station.

"Station agents need to know where nearby sales locations are to answer passenger questions," she says.

A complete list of locations is included in the BART leaflet, "Tickets-ToGo," available in all stations and from Passenger Service.

Multi-ride tickets cost \$30 for \$32 worth of rides. Discount tickets for disabled persons, seniors and children ages five through 12 cost \$1.60 for \$16 worth of rides, a discount of 90 percent. **b3**

BEAT - From Page 3

At the El Cerrito Plaza Station they see a shoeless man smoking a cigarette on the platform, oblivious to the rain and cold. They approach the man and one of the officers speaks to him.

"There's no smoking allowed in the stations," he says. "I'm going to have to place you under arrest. Where are you headed?"

The shoeless man seems confused, not drunk, apparently not on drugs, just unsure of what he's doing, but he tells the officer his name and address.

"Are you under a doctor's care?" the officer asks. The man's BART ticket is invalid, but the officer arranges for a friend to pick him up.

A quick telephone call to the BART police dispatcher tells the officers that the man in custody is not wanted on any outstanding warrants. (BART Police over the years, in issuing citations for smoking, have apprehended three individuals with outstanding murder warrants.)

"It's quiet tonight," they all say, but some beats are busy and sometimes there's danger.

"I've never had to fire my gun on duty," one of the officers says, "although I've had it out a few times."

"There was a guy one time with a gun in his hand at the Coliseum. There was no shooting, but you make a decision based on what information you have."

This night's beat for the officer in the car and the officers on the train seems pretty routine.

Beats begin routinely, too, with the familiar lineup and briefing by a patrol ser-

geant making assignments and alerting the officers to recent patterns of criminal activity. The beats end with the routine of reports.

Not all BART Police are in uniform. Plainclothes officers are present on the trains, in the stations and in the parking lots.

In uniform or not, all of BART's 133 sworn officers share a background of training —

and regular updating of that training — and dedication, coupled with a strong department tradition of professionalism. **b3**

**Have a Story of Interest to BART
Employees? Drop Us a Line. Send
Story Ideas to Sy Mouber, LMA-1.**



The winner of a trip for two to Acapulco. BART's recent "One Liner Contest" was announced by comedian Henny Youngman (far right) at a gathering at the San Francisco Press Club in April. Youngman's selection, submitted by Sharalyn Staglin of Lafayette, went like this: "Searching for a place to park your car? Well, I finally found one: Highway 80 at rush hour!" With Youngman are San Jose Mercury reporter Dean Congbalay, BART Public Affairs Department Manager Mike Healy, Chronicle reporter Harre Demoro, Examiner columnist Dave Rubenstein, Chronicle photographer Scott Sommerdorf and Examiner photographer Michael Gray.



BART Police Chief Harold E. Taylor poses proudly with seven members of BART's Police Cadet program. The cadets are, from left, Ginger Huey, Torina Rodriguez, Mike Andrychalk, Edward Tracey, Kristien Pereira, Sheila Herzog and Barbara Walker. The cadets watched as Chief Taylor promoted Donald Leitao from the cadets and swore him in as a BART Police officer.



BART Police Chief Harold E. Taylor swears in Donald Leitao as the newest officer of BART's police force. Officer Leitao was promoted from BART's Police Cadet program and is now enrolled at the police academy in Oakland for professional training.

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the officials and residents of the various counties involved will have legitimate differences about where the trains will go and how the money will be spent," Bernard said.

Residents in Alameda, Contra Costa and San Francisco counties, for example, who approved participation in BART in

1962 and have paid taxes to help build and run the system, are naturally concerned about the amount of "buy-in" to be assessed to San Mateo County. San Mateo County officials voted against BART participation in 1962.

"The important thing to remember," Bernard said, "is not the controversies, but

the widespread support for BART. The competing claims for service has underscored that support."

"All of us want a balance between the needs of the East Bay and the West Bay and we want an equitable settlement between the present BART counties and the non-BART counties," he said, "and we are persistently working for that goal."

An important step toward that goal, Bernard noted, was the recent rail extension program approved by the Metropolitan Transportation Commission, the regional transportation planning and funding agency. The MTC program calls for planning to continue for BART extensions in Alameda, Contra Costa and San Mateo counties and suggests a tentative "buy-in" formula for San Mateo County. Under the tentative formula, San Mateo County's contributions would help pay for BART extensions in the East Bay, as well as for an extension to Colma and, eventually, to the San Francisco International Airport. **b**



BART and Contra Costa County officials meet to finalize a funding agreement for the design engineering of lowering Willow Pass on Highway 4. The project is one of a multitude of complex issues to be addressed in expanding the BART system. Seated at the table (clockwise from foreground) are: County supervisors Tom Torlakson (back to camera) and Robert Schroder; Contra Costa County deputy director of transportation and community development Barbara Neustadter; local news reporter Chris Lewis; transportation planning consultants Terry Bowen and Eric Zell; BART representatives Bill Snyder of Design Engineering and Dick Wenzel of planning; BART Director Nello Bianco and General Manager Keith Bernard.

BARTalk

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